



# City of Bloomington Common Council

## Revised Amendments (Amendments 11a, 18a & 19a)

### Consideration of the Unified Development Ordinance (UDO) on 13 December 2006

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**\*\*\* Common Council Amendment Form \*\*\***  
**Ordinance 06-24 (Unified Development Ordinance)**

Council Amendment #: 11a

Plan Commission Amendment #: N/A

Sponsor: Wisler

Date: 12/12/06

**Synopsis**

This amendment would allow convenience stores (with gas or alternative fuels) in Business Park (BP) districts as a permitted use with special conditions in order to promote competition, provide efficient delivery of those services, and still be compatible with surrounding uses.

Note: This amendment differs from the originally-proposed Amendment 11 in that this amendment requires that any convenience store with gas in a BP district provide alternative fuel in at least half of its dispenser units.

Action:

Action Date:

**Proposed Amendment:** This amendment adds the shaded text and deletes the ~~strikeout text~~ in the following sections:

1. **20.02 Zoning Districts; 450 Business Park (BP) District;  
460 Permitted Uses  
Page 2-24 ( Draft F); Page 2-25 (Integrated UDO)**

**\* Additional requirements refer to Chapter 20.05; §SC: Special Conditions Standards.**

**Commercial Permitted Uses:**

- business/professional office
- Convenience store (with gas: must include alternative fuels)\*
- dwelling, single-family (detached)
- dwelling, upper floor units
- government office
- government operations (non-office)
- group care home for developmentally disabled\*
- group care home for mentally ill\*
- group/residential care home\*
- light manufacturing
- parking garage/structure
- police, fire or rescue station
- radio/TV station
- research center
- restaurant, limited service\*
- retail, low intensity\*
- school, trade or business
- testing lab

•utility substation and transmission facility\*

2. **20.05 Development Standards; 092 [Special Conditions; Convenience Store]**  
**Page 5-87 (Draft F); Page 5-90 (Integrated UDO)**

**20.05.092 SC-05 [Special Conditions; Convenience Store]**

This Special Conditions Standards section applies to the following zoning districts:

[CL] [CG] [CD] [BP]

(a) Convenience Store (with gas or alternative fuels):

(1) In the [CL] and [CD] and [BP] zoning districts, the use shall be limited to a total of four (4) metered fuel dispenser units for the sale and distribution of gasoline and/or any other petroleum products fuels such as biodiesel, electricity, ethanol, hydrogen, natural gasoline or conventional gasoline.

(2) In the [CL] and [BP] zoning district, major overhaul, body and fender work, upholstery, welding, and spray painting shall be prohibited as a component of a convenience store (with gas).

(3) In the [CG] and [CD] zoning districts, all major overhaul, body and fender work, upholstery and welding shall be conducted within a completely enclosed building.

(4) In the [CG] and [CD] zoning districts, all spray painting shall be conducted within an approved spray booth.

(5) No outdoor storage of automobile parts, discarded tires, or similar materials shall be permitted.

(6) Outdoor storage of more than three (3) wrecked or temporarily inoperable vehicles awaiting repairs shall be prohibited.

(7) In the [BP] zoning district, all structures including fuel canopies shall be compatible with the surrounding Business Park development with respect to architectural style, color, and materials. Fuel canopies shall be located to the side or rear of properties to minimize visual impact from public streets.

(8) In the [BP] zoning district, at least 50 percent (50%) of the total number of dispenser units must provide alternative fuels including but not limited to biodiesel, electricity, ethanol, hydrogen, or natural gasoline.

3. **20.12 Definitions**  
**Page 12-10 (Draft F and Integrated UDO)**

**Convenience Store:** A retail store that sells a limited line of groceries, food, or drink for immediate consumption, as well as household items intended for daily convenience. A convenience store may also sell gasoline or alternative fuel products in certain zoning districts. The term “*Convenience Store*” does not include “*Vehicle Repair*” shops or “*Auto Body Shop*”.

4. Substitute “*Convenience Store (with gas or alternative fuels)*” wherever this land use appears within the UDO.

**\*\*\* Common Council Amendment Form \*\*\***  
**Ordinance 06-24 (Unified Development Ordinance)**

Council Amendment #: 18a                      Plan Commission Amendment #: N/A

Sponsor: Volan    Date: 12/1/06

Synopsis

*This amendment eliminates the minimum residential parking requirements in the Downtown Core Overlay (DCO) District, the University Village Overlay (UVO) District, the Downtown Edges Overlay (DEO) District, the Downtown Gateway Overlay (DGO) District and the Showers Technology Park Overlay (STPO) District and eliminates the non-residential parking requirements in DEO, DGO and STPO. The intent of this amendment is to provide incentives for people to use public transit and to provide incentives for residential and commercial use by reducing space for the storage of automobiles.*

*Note: This amendment differs from the originally-proposed Am 18 in that Am 18 both eliminated the minimum parking requirement and imposed maximums in all of the above-referenced Downtown Overlay Districts. This amendment only eliminates the minimum parking requirement in these districts.*

Action:

Action Date:

**Proposed Amendment:** This amendment adds the shaded text and deletes the ~~strikeout text~~ in the following sections:

1. **Downtown Core Overlay (DCO) District**  
**20.03.110 Development Standards**  
**Page 3-11 (Draft F) and Pages 3-9 (Integrated UDO)**

**20.03.120 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density:* 180 bedrooms/Acre.
- (2) *Maximum Impervious Surface Coverage:* 100%.

(b) Height Standards:

- (1) *Minimum Structure Height:* 35 feet
- (2) *Maximum Structure Height:* 60 feet

(c) Parking Standards:

- (1) *Minimum Surface Parking Setback:*
  - (A) Front Yard: 20 feet behind primary structure's front building wall.
  - (B) Side Yard: 5 feet.

(C) Rear Yard: 5 feet.

(2) *Residential Parking Standards*: No parking required.

~~(A) For the first ten (10) bedrooms, no parking shall be required.~~

~~(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~

~~(C) For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~

~~(D) For developments located south of 4<sup>th</sup> Street, no parking shall be required.~~

(3) *Nonresidential Parking Standards*: No parking required.

(d) Building Setback Standards: Except as otherwise provided in this Unified Development Ordinance, building setback standards are:

(1) *Build-to Line*: 0 feet.

(2) *Maximum Front Setback*: n/a.

(3) *Minimum Side Setback*: 0 feet; additional setback may be required per local building code.

(4) *Minimum Rear Setback*: 0 feet; additional setback may be required per local building code.

## 2. **University Village Overlay (UVO) District**

### **20.03.190 Development Standards**

#### **Page 3-17 (Draft F); Page 3-14 (Integrated UDO)**

### **20.03.190 Development Standards**

(a) Density & Intensity Standards:

(1) *Maximum Residential Density*: 100 bedrooms/Acre.

(2) *Maximum Impervious Surface Coverage*:

(A) General: 85%;

(B) Kirkwood Corridor: 100%.

(b) Height Standards:

(1) *General*:

(A) Minimum Structure Height: 25 feet

(B) Maximum Structure Height: 55 feet

(2) *Restaurant Row Corridor*:

(A) Minimum Structure Height: 25 feet.

(B) Maximum Structure Height: 40 feet.

(c) Parking Standards:

(1) *Minimum Surface Parking Setback*:

(A) General:

(i) Front Yard: 20 feet behind primary structure's front building wall;

(ii) Side Yard: 5 feet;

(iii) Rear Yard: 5 feet.

(B) Kirkwood Corridor:

(i) Front Yard: 20 feet behind primary structure's front building wall;

(ii) Side Yard: 0 feet;

(iii) Rear Yard: 0 feet.

(2) *Residential Parking Standards*: No parking required.

(A) ~~For the first ten (10) bedrooms, no parking shall be required.~~

~~(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking space per bedroom shall be provided.~~

~~(C) For any bedrooms above twenty (20), eight tenths (0.8) parking space per bedroom shall be provided.~~

(3) *Nonresidential Parking Standards*: No parking required

(d) Building Setback Standards:

(1) *Build-to Line*: n/a;

(2) *Maximum Front Setback*: 15 feet from the existing public right-of-way;

(3) *Minimum Side Setback*: 0 feet; additional setback may be required per local building code;

(4) *Minimum Rear Setback*: 0 feet; additional setback may be required per local building code.

### 3. Downtown Edges Overlay (DEO) District

#### 20.03.260 Development Standards

Page 3-23 (Draft F); Page 3-19 (Integrated UDO)

#### 20.03.260 Development Standards

(a) Density & Intensity Standards:

(1) *Maximum Residential Density*: 60 bedrooms/acre.

(2) *Maximum Impervious Surface Coverage*: 70%.

(b) Height Standards:

(1) *Minimum Structure Height*: 25 feet

(2) *Maximum Structure Height*: 35 feet

(c) Parking Standards:

(1) *Minimum Surface Parking Setback*:

(A) Front Yard: 20 feet behind primary structure's front building wall;

(B) Side Yard: 7 feet;

(C) Rear Yard: 7 feet.

(2) *Residential Parking Standards*: ~~0.8 spaces per bedroom.~~ No parking required.

(3) *Nonresidential Parking Standards*: ~~Fifty percent (50%) of the minimum parking required~~

~~Chapter 20.05; §PK: Parking Standards.~~ No parking required.

(d) Building Setback Standards:

(1) *Build-to Line*: n/a;

(2) *Maximum Front Setback*: 15 feet from the existing public right-of-way;

(3) *Minimum Side Setback*: 7 feet;

(4) *Minimum Rear Setback*: 10 feet.

### 4. Downtown Gateway Overlay (DGO) District

#### 20.03.330 Development Standards

Page 3-27 (Draft F); Page 3-23 (Integrated UDO)

### **20.03.330 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density:* 100 bedrooms/Acre.
- (2) *Maximum Impervious Surface Coverage:* 75%.

(b) Height Standards:

- (1) *Minimum Structure Height:* 25 feet
- (2) *Maximum Structure Height:* 50 feet

(c) Parking Standards:

(1) *Minimum Surface Parking Setback:*

- (A) Front Yard: 20 feet behind primary structure's front building wall.
- (B) Side Yard: 5 feet.
- (C) Rear Yard: 5 feet.

(2) *Residential Parking Standards:* No parking required.

(A) For the first ten (10) bedrooms, no parking shall be required.

~~—(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~

~~—(C) For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~

(3) *Nonresidential Parking Standards:* ~~Seventy five percent (75%) of the minimum parking required in **Chapter 20.05; §PK: Parking Standards.**~~ No parking required.

(d) Building Setback Standards:

- (1) *Build-to Line:* n/a;
- (2) *Maximum Front Setback:* 15 feet from the existing public right-of-way;
- (3) *Minimum Side Setback:* 5 feet;
- (4) *Minimum Rear Setback:* 5 feet.

## **5. Showers Technology Park Overlay (STPO) District**

### **20.03.400 Development Standards**

**Page 3-31 (Draft F); Page 3-27 (Integrated UDO)**

### **20.03.400 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density:* 45 bedrooms/Acre
- (2) *Maximum Impervious Surface Coverage:* 75%

(b) Height Standards:

- (1) *Minimum Structure Height:* 25 feet.
- (2) *Maximum Structure Height:* 55 feet.

(c) Parking Standards:

(1) *Minimum Surface Parking Setback:*

- (A) Front Yard: 20 feet behind primary structure's front building wall
- (B) Side Yard: 7 feet

- (C) Rear Yard: 7 feet
- (2) *Residential Parking Standards:* No parking required.
  - (A) ~~For the first ten (10) bedrooms, no parking shall be required.~~
  - (B) ~~For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~
  - (C) ~~For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~
- (3) *Nonresidential Parking Standards:* No parking required.
  - (A) ~~Commercial Retail: No parking required;~~
  - (B) ~~Other Nonresidential Uses: Seventy-five percent (75%) of the minimum parking required in Chapter 20.05; *SPK: Parking Standards.*~~
- (d) Building Setback Standards:
  - (1) *Build-to Line:* n/a
  - (2) *Maximum Front Setback:* 15 feet from the existing public right-of-way
  - (3) *Minimum Side Setback:* 5 feet
  - (4) *Minimum Rear Setback:* 5 feet



**\*\*\* Common Council Amendment Form \*\*\***  
**Ordinance 06-24 (Unified Development Ordinance)**

Council Amendment #: 19a                      Plan Commission Amendment #: N/A

Sponsor: Volan    Date: 12/1/06

Synopsis

*This amendment shifts the threshold for parking requirements from a minimum figure to a maximum figure. By stating allowable parking in terms of a maximum limit, the intent of this amendment is to accomplish the transportation goals set out in the City's Growth Policies Plan.*

*Note: This amendment differs from the originally-proposed Am 19 in that this amendment includes maximum parking limits on non-residential development in the Downtown Overlays Districts. In these districts, any parking shall not exceed fifty percent (50%) of the parking required in Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use.*

Action:

Action Date:

**Proposed Amendment:** This amendment adds the shaded text and deletes the ~~strikeout text~~ in the following sections:

1.                      20.05.070 PK-01 [Parking Standards; General]

*Pages 5-63 -- 5-72 (Draft F) and Pages 5-65 – 5-74 (Integrated UDO)*

**20.05.070 PK-01 [Parking Standards; General]**

Purpose: To provide adequate on-site parking for developments, minimize any detrimental effects of on-site parking areas on adjacent properties, and ensure the proper and uniform development of parking areas throughout the City. On-site parking and loading spaces for every use shall be provided in accordance with the standards established in this section. Further, parking areas shall be designed to:

- A. Minimize dangerous traffic movements;
- B. Achieve efficient traffic flow in accordance with standards in the Institute of Traffic Engineers (ITE) Transportation & Traffic Engineering Handbook and the Master Thoroughfare Plan; and
- C. Conform to the applicable parking requirements and provide for the optimum number of parking spaces, while maintaining design standards and preserving green space.

This Parking Standards section applies to the following zoning districts:

[RE] [RS] [RC] [RM] [RH] [MH] [CL] [CG] [CA] [CD] ] [IG] [BP] [IN] [MD] [QY]

- (a) Number of Parking Spaces Required:

- (1) ~~Minimum~~ Maximum Number of Parking Spaces Required:

- (A) Unless specifically stated otherwise in the Unified Development Ordinance, the number of on-site parking spaces shall not exceed the spaces as stated ~~be as specified in~~ **Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use.**

- ~~(B)~~ In cases where the number of parking spaces is based on gross floor area in ***Exhibit PK-A: Required Number of Parking Spaces by Land Use***, an applicant may provide Planning staff with a notarized affidavit stating the square footage of the assignable area of the building. When such an affidavit is provided, the number of parking spaces required shall be calculated based on assignable area rather than gross floor area. Space which is designated as non assignable shall not be used as assignable area without provision of additional required on-site parking for that area.
- ~~(C)~~ **(B)** If a use is not clearly noted in ***Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use***, the Planning Director shall determine which land use is most similar to the proposed development, and determine the required maximum number of parking spaces based on that similar use.
- ~~(2)~~ **Maximum Number of Parking Spaces:** Unless specifically stated otherwise in the Unified Development Ordinance, additional on-site parking spaces above the minimum required number may be provided based on the following standards:
- ~~(A)~~ For sites where fifteen (15) or fewer parking spaces are required by this Ordinance, a maximum of four (4) additional parking spaces above the minimum requirement may be provided.
- ~~(B)~~ For sites where sixteen (16) or more parking spaces are required by this Ordinance, additional parking spaces may be provided up to a maximum of fifteen percent (15%) above the minimum requirement.
- ~~(C)~~ Single family residences are exempt from the maximum parking requirement.
- ~~(3)~~ Upon the approval of the Planning Director, a parking lot may be built with fewer spaces than the required minimum spaces in ***Exhibit PK-A: Required Number of Parking Spaces by Land Use*** if the following standards are met:
- ~~(A)~~ Landbank Area: Adequate space shall be landbanked such that the full number of parking spaces required in ***Exhibit PK-A: Required Number of Parking Spaces by Land Use*** can be built on-site at a later date, should the need arise.
- ~~(i)~~ Parking Design Required: A design shall be presented showing how the full number of parking spaces required in ***Exhibit PK-A: Required Number of Parking Spaces by Land Use*** would be installed, and how drainage would be handled. This design shall be approved by the planning staff.
- ~~(ii)~~ Maximum Reduction: Under no circumstances shall less than fifty percent (50%) of the spaces required by ***Exhibit PK-A: Required Number of Parking Spaces by Land Use*** be installed.
- ~~(B)~~ Mixed Uses: Where a development contains multiple land uses with different peak travel generation, the total required parking spaces may be reduced by the Planning Director. In such instances, parking space reductions shall be determined by utilizing the ITE: Trip Generation standards or similar professional parking or travel demand standards.
- ~~(2)~~ **(C)** Multi-modal Proximity: Where a development is located within one-tenth (0.10) of a mile of a public transit stop or a multiuse trail facility, the minimum maximum parking requirement may shall be reduced by up to a maximum of fifteen percent (15%).
- (b) Parking for the Disabled:**
- (1) Accessible spaces shall be provided per the specifications of the Americans with Disabilities Act (ADA), the Fair Housing Act (FHA), and the Indiana Building Code (IBC).
- (2) Each accessible space shall be located adjacent to an access aisle and in proximity to the building entrance most accessible for the disabled.
- (3) All accessible spaces shall be striped and have vertical signs identifying them as accessible spaces.
- (c) Multifamily Parking:** Multifamily developments may utilize garages with individual driveways accessing the street provided that the street being accessed is designated a Secondary Collector or lower by the Master Thoroughfare Plan, or is a private street.
- (d) Minimum Dimensions:** Parking spaces shall be designed to provide a parking area that is a minimum of nine (9) feet wide by eighteen (18) feet long. Except in the case of single-family detached or attached residential uses, all parking spaces shall be striped to clearly mark each space.

(e) Location:

(1) *Rights-of-way:* On-site parking spaces shall not be located within public rights-of-way.

(2) *Shared Parking Facilities:*

(A) Authorization: The owners of two (2) or more properties may join together to provide the required parking spaces for their respective uses. Upon request by the owners and after review of the request by the Planning Director, the Planning Director may authorize the shared use of parking facilities under the following conditions:

(i) ~~Minimum~~ **Maximum:** In a shared parking arrangement, each property shall provide no more than a minimum of sixty percent (60%) of the maximum individual parking requirements allowance. In no case shall the total combined parking spaces be less than one hundred and twenty percent (120%) of the greater individual parking requirement.

(ii) Proximity: Any property utilizing shared parking facilities shall be located within three hundred (300) feet of such parking facility, using established sidewalks and crosswalks where available.

(B) Shared Parking Agreement: The property owner seeking leased spaces shall provide a recordable zoning commitment to the Planning Department stating that in the case where leased spaces are no longer available, that an adequate parking alternative will be provided.

~~(f) Stacked Parking: Stacked parking spaces shall not be used to fulfill minimum parking space requirements. Single family residences are exempt from this provision.~~

~~(g)~~ (f) Use of Parking Spaces:

(1) *Exclusive Use:* Unless a shared parking agreement has been established in accordance with the requirements of Division (e)(2): Shared Parking Facilities, required on-site parking spaces shall be designed, maintained and used exclusively for the tenants, occupants and customers of the buildings or uses on the site.

~~(2) *Storage of Vehicles or Equipment:* Parking lots and spaces, including both required and excess parking spaces, shall not be used for storing vehicles that are not used in conjunction with the primary use of the lot.~~

(3) *Motor Vehicle Repair:* Motor vehicle repair work in parking areas shall be permitted in residential districts, provided that the vehicle under repair is owned by the occupant of the residential property; the frequency, duration and scope of such use is reasonable and customary as accessory to the residential use; and no business is being conducted in conjunction with such repair use. Motor vehicle repair work in parking areas, including both required and excess parking spaces, shall be prohibited in all other zoning districts.

~~(h)~~ (g) Parking of Nuisance Vehicles:

(1) Vehicles and Trailers: The parking of any vehicle or trailer of any type without current license plates or in an inoperable condition shall be prohibited unless completely enclosed within a building or within an approved salvage/scrap yard.

(2) Storage, Occupancy, or Similar Uses: Vehicles, campers or tractor/trailers of any type shall not be used for the purpose of storage, occupancy, or similar use.

(3) Motor Vehicle Repair: A maximum of three (3) wrecked or inoperable vehicles awaiting repair may be stored on-site at one time. No such vehicle shall be stored on-site in excess of thirty (30) days.

⊕(h) Parking Aisles:

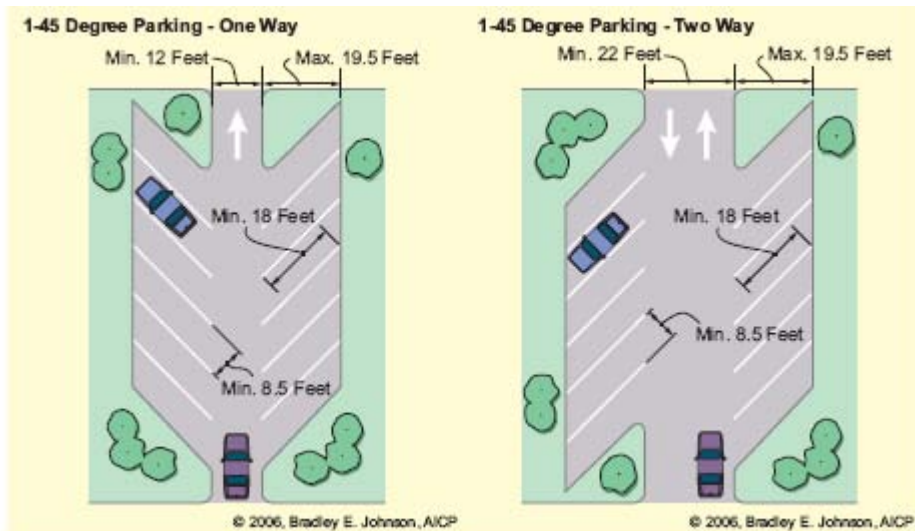
(1) Widths: Parking aisle widths shall be as follows:

(A) Parallel Spaces:

- (i) One-way: 12-foot wide aisle;
- (ii) Two-way: 22-foot wide aisle.

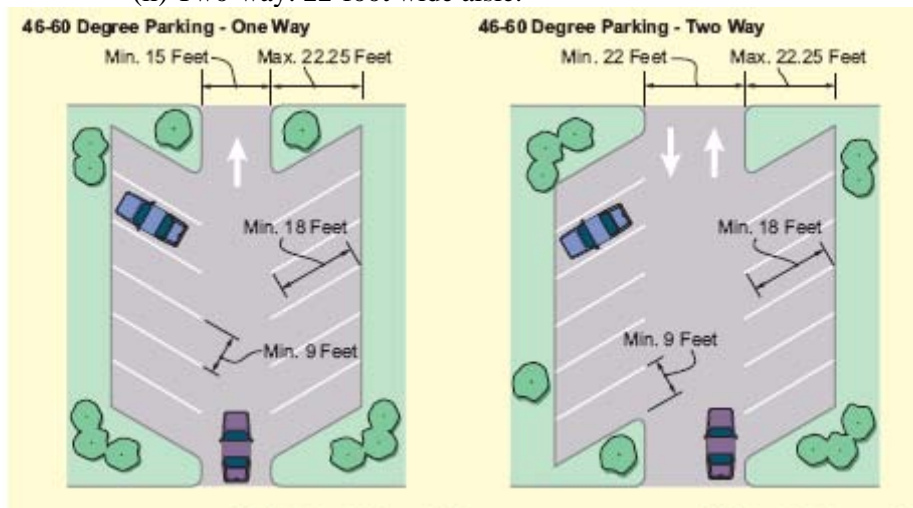
(B) 1-45-degree Angle Space:

- (i) One-way: 12-foot wide aisle;
- (ii) Two-way: 22-foot wide aisle.



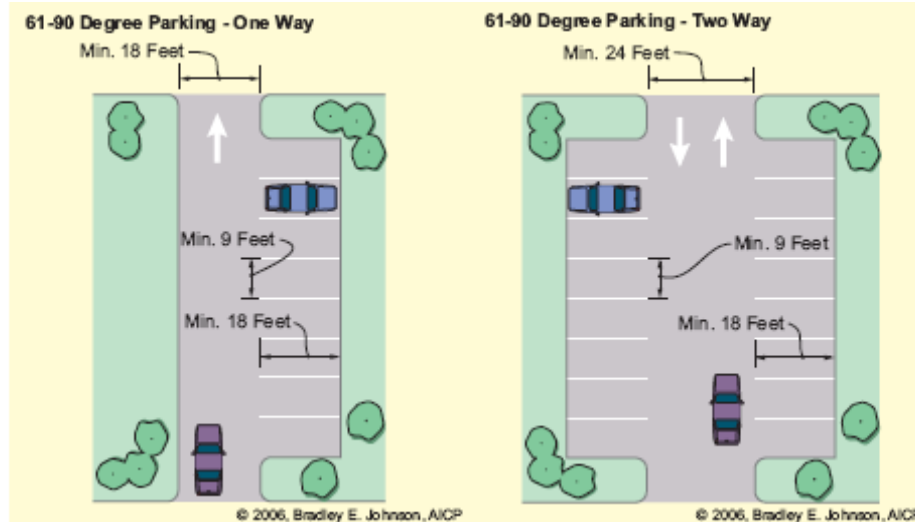
(C) 46-60-degree Angle Space:

- (i) One-way: 15-foot wide aisle;
- (ii) Two-way: 22-foot wide aisle.



(D) 61-90-degree Angle Space:

- (i) One-way: 18-foot wide aisle;
- (ii) Two-way: 24-foot wide aisle.



- (2) All parking aisles shall terminate with a bump-out for turnaround maneuverability.
  - (3) All driving lanes and parking aisles in parking lots shall be clearly striped or shall be curbed.
- (k) **Back-out Parking:** Unless specifically stated otherwise in the Unified Development Ordinance, all on-site parking areas shall be designed to prevent vehicles from backing onto public streets.
- (l) **Back-out Parking Waiver:** Back-out parking within the required side or rear setback may be allowed onto adjacent alleys subject to the following standards:
- (1) The lot in question does not exceed 20,000 square feet in area;
  - (2) A maximum of eight (8) back-out parking spaces are permitted per site; and
  - (3) Parking shall directly access an improved alley.
- (m) **On-street Parking:** The Planning Director may approve the utilization of on-street parking spaces to count toward the provision of the ~~minimum~~ number of spaces ~~required~~ for the development. Such on-street spaces shall be located along the property frontage on the same side of the street as the development requesting their use. In cases where new on-street spaces are being created as a component of the development, the design of such spaces shall meet the standards of the City Engineering Department.
- (n) **Storm Water Drainage:**
- (1) Parking areas shall be constructed such that all surface water is directed into a storm water drainage system.
  - (2) Water draining from a parking lot shall not flow across a sidewalk.
  - (3) Storm Water Drainage Plans for off-street parking areas shall be reviewed and approved by City Utilities Department.
- (o) **Surface Material**
- (1) Unless specifically stated otherwise in the Unified Development Ordinance, all areas used for parking shall be asphalt, concrete, or other approved material.
  - (2) The Planning Director may approve other structurally-engineered, permeable parking pavers for hard surface parking surfaces provided the parking area is intended for low intensity or intermittent parking uses and parking pavers are designed and used to mitigate the negative environmental impacts of impervious surfaces.
  - (3) Areas utilizing permeable parking pavers shall not count towards impervious surface calculations.

2. 20.05.075 [Required Number of Parking Spaces by Land Use]

*Pages 5-69 ff (Draft F); Pages 5-71 ff (Integrated UDO)*

**20.05.075 Exhibit PK-A [Required Maximum Number of Parking Spaces by Land Use]**

amusements, indoor	1 space per 250 sq. ft. GFA
amusements, outdoor	1 space per 400 sq. ft. of site area accessible to the public
antique sales	1 space per 400 sq. ft. GFA
apparel and shoe sales	1 space per 250 sq. ft. GFA
art gallery	1 space per 300 sq. ft. GFA
arts/craft/hobby store	1 space per 300 sq. ft. GFA
assisted living facility	1 space per employee on the largest shift plus 1 space per 3 residential units
auto body shop	1 space per employee on the largest shift plus 2 spaces per repair bay
auto parts sales	1 space per 300 sq. ft. GFA
bank/credit union	1 space per 250 sq. ft. GFA
banquet hall	1 space per 250 sq. ft. GFA
bar/dance club	1 space per 250 sq. ft. GFA
barber/beauty shop	2 spaces per operator station
bed and breakfast	Per single family standard plus 1 space per guest room
billiard/arcade room	1 space per 250 sq. ft. GFA
boat sales	1 space per 1500 sq. ft. indoor and outdoor display area
Bookstore	1 space per 200 sq. ft. GFA
bottled gas storage/distribution	1 space per employee on the largest shift
bowling alley	3 spaces per bowling lane
Brewpub	1 space per 200 sq. ft. GFA
building supply store	1 space per 500 sq. ft. GFA
building trade shop	1 space per employee on the largest shift
business/professional office	1 space per 300 sq. ft. GFA
car wash, full service	1 space per employee on the largest shift plus 8 stacking spaces per washing bay
car wash, self service	4 stacking spaces per washing bay
cellular phone/pager services	1 space per 250 sq. ft. GFA
cemetery/mausoleum	1 space per 50 grave sites
check cashing	1 space per 300 sq. ft. GFA
coin laundry	1 space per 3 washing machines
communication facility	1 space
Community center	1 space per 300 sq. ft. GFA
computer sales	1 space per 300 sq. ft. GFA
convenience store (with gas pumps)	1 space per employee on the largest shift plus 1 spaces per double-sided pump; 1 space per 3 restaurant seats; 1 space per 1000 sq. ft. GFA of convenience store space
convenience store (without gas pumps)	1 space per employee on the largest shift plus 1 space per 3 restaurant seats and 1 space per 500 sq. ft. GFA of convenience store space
copy center	1 space per 300 sq. ft. GFA

country club	3 spaces per golf hole plus 1 space per 300 sq. ft. GFA customer seating area in an accessory restaurant or bar use
Crematory	1 space per employee on the largest shift plus 3 visitor spaces
day-care center, adult/child	1 space per 4 persons of licensed capacity
day-care home, adult/child	Per single family standard
department store	1 space per 200 sq. ft. GFA
distribution facility	1 space per employee on the largest shift
drive-through	5 stacking spaces per drive-through window
drugstore	1 space per 250 sq. ft. GFA

**20.05.075 Exhibit PK-A [Required Maximum Number of Parking Spaces by Land Use] (continued)**

dry-cleaning service	1 space per employee on the largest shift plus 1 space per 300 sq. ft. accessible to the public
dwelling, mobile home	2 spaces per dwelling unit
dwelling, multifamily	1 space per bedroom
dwelling, single- family	2 spaces per dwelling unit
equipment/party/event rental (indoor)	1 space per 500 sq. ft of building space
equipment/party/event rental (outdoor)	1 space per 500 sq. ft of building space, plus 1 space per 3,000 sq. ft. of outdoor storage
fitness center/gym	1 space per 300 sq. ft. GFA
fitness/training studio	1 space per 400 sq. ft. GFA
flower shop	1 space per 300 sq. ft. GFA
food production/processing	1 space per employee on the largest shift
fraternity house/sorority house	0.8 spaces per bedroom
furniture store	1 space per 500 sq. ft. GFA
garden shop	1 space per 400 sq. ft. GFA
gift shop/boutique	1 space per 400 sq. ft. GFA
golf course	2 spaces per golf hole
golf driving range, outdoor	1 space per tee box
government office	1 space per 300 sq. ft. GFA
government operations (non-office)	1 space per employee on the largest shift
gravel/sand/cement production	1 space per employee on the largest shift
grocery/supermarket	1 space per 200 sq. ft. GFA
group care home for dev. disabled/mentally ill	1 space per employee
group/residential care home	1 space/employee on the largest shift + 1 space per 6 persons max occupancy
hardware store	1 space per 300 sq. ft. GFA
health spa	2 spaces per spa suite
heavy equipment sales/rental	1 space per 2000 sq. ft. indoor and outdoor display area
home electronics/appliance sales	1 space per 250 sq. ft GFA
homeless shelter	1 space per employee on the largest shift plus 1 space per 30 beds
Hospital	1.5 spaces per bed
hotel/motel	1 space per lodging unit
impound vehicle storage	1 space per employee on the largest shift
Jail	1 space per employee on the largest shift plus 1 visitor space per 8 cells
jewelry store	1 space per 300 sq. ft. GFA
Salvage/scrap yard	1 space per employee on the largest shift
juvenile detention facility	1 space per employee on the largest shift plus 1 visitor space per 10 beds
Kennel	1 space per employee on the largest shift, plus 1 space per 500 sq. ft. GFA
Library	1 space per 500 sq. ft. GFA
license branch	1 space per 300 sq. ft. GFA
liquor and tobacco sales	1 space per 250 sq. ft. GFA
Lodge	1 space per 250 sq. ft. GFA
manufactured home park	2 spaces per unit plus 1 visitor space per 2 units
manufactured housing sales	1 space per 2000 sq. ft. indoor and outdoor display area



manufacturing, heavy/light	1 space per employee on largest shift
medical care clinic, immediate	1 space per 300 sq. ft. GFA
medical clinic	1 space per 300 sq. ft. GFA
miniature golf	1 space per golf hole

**20.05.075 Exhibit PK-A [Required Maximum Number of Parking Spaces by Land Use] (continued)**

mini-warehouse facility	1 space per employee on largest shift plus 1 space per 25 storage units
Mortuary	1 space per 4 chapel or parlor seats
multi-tenant nonresidential center less than 100,000 sq. ft. GFA 100,000 sq. ft. GFA or greater	1 space per 250 sq. ft. GFA 1 space per 300 sq. ft. GFA
Museum	1 space per 300 sq. ft. GFA
musical instrument sales	1 space per 250 sq. ft. GFA
music/media	sales 1 space per 250 sq. ft. GFA
nursing/convalescent home	1 space per employee on the largest shift plus 1 space per 4 person maximum occupancy
office supply sales	1 space per 250 sq. ft. GFA
oil change facility	1 space per employee on the largest shift plus 2 stacking spaces per bay
orchard/tree farm	0.75 spaces per employee on the largest shift plus 1 space per 500 sq. ft. GFA of retail sales
outdoor storage	3 to 5 parking spaces
outpatient care facility	1 space per 250 sq. ft. GFA
Park	5 spaces per acre
pawn shop	1 space per 300 sq. ft. GFA
pet grooming	1 space per 400 sq. ft. GFA
pet store	1 space per 250 sq. ft. GFA
photographic studio	1 space per 400 sq. ft. GFA
place of worship	1 space per 4 fixed seats or 1 space per 50 square feet of seating area in sanctuary, whichever results in the greater number of spaces
plant nursery/greenhouse	0.75 spaces per employee on the largest shift plus 1 space per 500 sq. ft. GFA of retail sales
police, fire or rescue station	1 space per employee on the largest shift post office 1 space per employee on the largest shift plus 1 per 200 sq. ft. GFA accessible to the public
print shop	1 space per employee on the largest shift
Prison	1 space per employee on the largest shift plus 1 visitor space per 15 cells
Quarry	1 space per employee on the largest shift
radio/TV station	1 space per employee on the largest shift plus 1 visitor space per 3 employees
recreation center	1 space per 250 sq. ft. GFA
rehabilitation clinic	1 space per employee on the largest shift plus 1 space per 2 client capacity
research center	1 space per employee on the largest shift plus 1 visitor space per 10 employees
restaurant under 5,000 sq. ft. GFA: 5,000 sq. ft. GFA or greater	1 space per 200 sq. ft. GFA 1 space per 100 sq. ft. GFA
restaurant, limited service	1 space per 300 sq. ft. GFA customer seating area
retail, low intensity	1 space per 300 sq. ft. GFA
rooming house	2 spaces plus 1 space for each room for rent
school, business/trade	1 space per employee plus 1 space per two students maximum capacity
school, college/university	1 space per two employees plus 1 space per 4 students maximum capacity
school, preschool	1 space per employee plus 1.5 spaces per classroom

**20.05.075 Exhibit PK-A [Required Maximum Number of Parking Spaces by Land Use] (continued)**

school, primary/secondary	1 space per employee plus 1 space per 10 students maximum capacity
sexually oriented business	1 space per 200 sq. ft. GFA
shoe repair	1 space per 400 sq. ft. GFA
skating rink	1 space per 200 sq. ft. GFA
social services	1 space per 250 sq. ft. GFA
sporting goods sales	1 space per 250 sq. ft. GFA
stone processing	1 space per employee on the largest shift
storage tanks	1 space per employee on the largest shift
tailor/seamstress shop	1 space per 400 sq. ft. GFA
tanning salon	1 space per 250 sq. ft. GFA
tattoo/piercing parlor	1 space per 300 sq. ft. GFA
testing lab	1 space per employee on the largest shift plus 1 visitor space per 10 employees
theater, drive-in	1 space per vehicle maximum capacity
theater, indoor	1 space per 4 seats
tool and dye shop	1 space per employee on the largest shift
transportation terminal	1 space per employee on largest shift plus 1 space per 400 sq. ft. GFA
utility substation and transmission facility	2 spaces
vehicle accessory installation	1 space per employee on the largest shift plus 2 spaces per bay
vehicle repair	1 space per employee on the largest shift plus 2 spaces per bay
vehicle sales/rental	1 space per 1,000 sq. ft. GFA indoor display area
veterinary clinic	1 space per 300 sq. ft. GFA
video rental	1 space per 200 sq. ft. GFA
Warehouse	1 space per employee on the largest shift
Welding	1 space per employee on the largest shift

**3. 20.05.074 PK-05 [Parking Standards; Commercial Downtown]  
Page 5-68 (Draft F); Page 5-70 (Integrated UDO)**

**20.05.074 PK-05 [Parking Standards; Commercial Downtown]**

This Parking Standards section applies to the following zoning districts:

[CD]

(a) ~~Minimum~~ ~~Maximum~~ Number of Parking Spaces Required: ~~Minimum~~ ~~Maximum~~ parking requirements for all uses shall be as defined in the applicable Overlay District in Chapter 20.03: Overlay Districts.

(b) Surface Material:

- (1) Parking spaces shall utilize a dustless, hard surface of concrete, asphalt, or comparable materials.
- (2) Under no circumstances shall crushed stone, stone, rock, dirt, sand, or grass be permitted as a parking surface.
- (3) All new driveway aprons onto a street shall be surfaced with concrete. Enlargement or modification of an existing driveway shall require the driveway apron to be surfaced with asphalt or concrete.

(c) Back-out Parking Waiver: Back-out parking within the required side or rear setback may be allowed onto adjacent alleys subject to the following standards:

- (1) The lot in question does not exceed 20,000 square feet in area;
- (2) A maximum of eight (8) back-out parking spaces are permitted per site; and
- (3) Parking shall directly access an improved alley.

**4. Courthouse Square Overlay (CSO) District  
20.03.050 Development Standards  
Page 3-5 (Draft F and Integrated UDO)**

**20.03.050 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density*: 100 bedrooms/acre.
- (2) *Maximum Impervious Surface Coverage*: 100%.

(b) Height Standards:

- (1) *General*:
  - (A) Minimum Structure Height: 25 feet.
  - (B) Maximum Structure Height: 55 feet.
- (2) *Buildings located on the Courthouse Square*:
  - (A) Minimum Structure Height: 25 feet.
  - (B) Maximum Structure Height: 40 feet.

(c) Parking Standards:

- (1) *Minimum Surface Parking Setback*:
  - (A) Front Yard: 20 feet behind primary structure's front building wall.
  - (B) Side Yard: 0 feet.
  - (C) Rear Yard: 0 feet.
- (2) *Residential Parking Standards*:
  - (A) No parking required.
  - (B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall

be provided.

(3) *Nonresidential Parking Standards:*

(A) No parking spaces required.

(B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent (50%) of the parking allowed in *Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use*.

(d) Building Setback Standards: Except as otherwise provided in this Unified Development Ordinance, building setback standards are:

(1) *Build-to Line:* 0 feet.

(2) *Maximum Front Setback:* n/a.

(3) *Minimum Side Setback:* 0 feet; additional setback may be required per local building code.

(4) *Minimum Rear Setback:* 0 feet; additional setback may be required per local building code.

5. **Downtown Core Overlay (DCO) District**

**20.03.110 Development Standards**

**Page 3-11 (Draft F) and Pages 3-9 (Integrated UDO)**

**20.03.120 Development Standards**

(a) Density & Intensity Standards:

(1) *Maximum Residential Density:* 180 bedrooms/Acre.

(2) *Maximum Impervious Surface Coverage:* 100%.

(b) Height Standards:

(1) *Minimum Structure Height:* 35 feet

(2) *Maximum Structure Height:* 60 feet

(c) Parking Standards:

(1) *Minimum Surface Parking Setback:*

(A) Front Yard: 20 feet behind primary structure's front building wall.

(B) Side Yard: 5 feet.

(C) Rear Yard: 5 feet.

(2) *Residential Parking Standards:*

~~(A) For the first ten (10) bedrooms, no parking shall be required.~~

~~(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~

~~(C) For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~

~~(D) For developments located south of 4<sup>th</sup> Street, no parking shall be required.~~

(A) No parking required.

(B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall be provided.

(3) *Nonresidential Parking Standards:*

(A) No parking spaces required.

(B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent

(50%) of the parking allowed in *Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use*.

- (d) Building Setback Standards: Except as otherwise provided in this Unified Development Ordinance, building setback standards are:
- (1) *Build-to Line*: 0 feet.
  - (2) *Maximum Front Setback*: n/a.
  - (3) *Minimum Side Setback*: 0 feet; additional setback may be required per local building code.
  - (4) *Minimum Rear Setback*: 0 feet; additional setback may be required per local building code.

**6. University Village Overlay (UVO) District**  
**20.03.190 Development Standards**  
**Page 3-17 (Draft F); Page 3-14 (Integrated UDO)**

**20.03.190 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density*: 100 bedrooms/Acre.
- (2) *Maximum Impervious Surface Coverage*:
  - (A) General: 85%;
  - (B) Kirkwood Corridor: 100%.

(b) Height Standards:

- (1) *General*:
  - (A) Minimum Structure Height: 25 feet
  - (B) Maximum Structure Height: 55 feet
- (2) *Restaurant Row Corridor*:
  - (A) Minimum Structure Height: 25 feet.
  - (B) Maximum Structure Height: 40 feet.

(c) Parking Standards:

(1) *Minimum Surface Parking Setback*:

(A) General:

- (i) Front Yard: 20 feet behind primary structure's front building wall;
- (ii) Side Yard: 5 feet;
- (iii) Rear Yard: 5 feet.

(B) Kirkwood Corridor:

- (i) Front Yard: 20 feet behind primary structure's front building wall;
- (ii) Side Yard: 0 feet;
- (iii) Rear Yard: 0 feet.

(2) *Residential Parking Standards*:

~~(A) For the first ten (10) bedrooms, no parking shall be required.~~

~~—(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking space per bedroom shall be provided.~~

~~—(C) For any bedrooms above twenty (20), eight tenths (0.8) parking space per bedroom shall be provided.~~

~~—(A) No parking required.~~

(B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall be provided.

(3) *Nonresidential Parking Standards:*

(A) No parking spaces required.

(B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent (50%) of the parking allowed in *Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use*.

(d) Building Setback Standards:

(1) *Build-to Line:* n/a;

(2) *Maximum Front Setback:* 15 feet from the existing public right-of-way;

(3) *Minimum Side Setback:* 0 feet; additional setback may be required per local building code;

(4) *Minimum Rear Setback:* 0 feet; additional setback may be required per local building code.

**7. Downtown Edges Overlay (DEO) District**

**20.03.260 Development Standards**

**Page 3-23 (Draft F); Page 3-19 (Integrated UDO)**

**20.03.260 Development Standards**

(a) Density & Intensity Standards:

(1) *Maximum Residential Density:* 60 bedrooms/acre.

(2) *Maximum Impervious Surface Coverage:* 70%.

(b) Height Standards:

(1) *Minimum Structure Height:* 25 feet

(2) *Maximum Structure Height:* 35 feet

(c) Parking Standards:

(1) *Minimum Surface Parking Setback:*

(A) Front Yard: 20 feet behind primary structure's front building wall;

(B) Side Yard: 7 feet;

(C) Rear Yard: 7 feet.

(2) *Residential Parking Standards:* ~~0.8 spaces per bedroom.~~

(A) No parking required.

(B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall be provided.

(3) *Nonresidential Parking Standards:* ~~Fifty percent (50%) of the minimum parking required~~

~~Chapter 20.05; §PK: Parking Standards.~~

(A) No parking required.

(B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent (50%) of the parking allowed in *Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use*.

(d) Building Setback Standards:

- (1) *Build-to Line*: n/a;
- (2) *Maximum Front Setback*: 15 feet from the existing public right-of-way;
- (3) *Minimum Side Setback*: 7 feet;
- (4) *Minimum Rear Setback*: 10 feet.

## 8. Downtown Gateway Overlay (DGO) District

### 20.03.330 Development Standards

Page 3-27 (Draft F); Page 3-23 (Integrated UDO)

### 20.03.330 Development Standards

#### (a) Density & Intensity Standards:

- (1) *Maximum Residential Density*: 100 bedrooms/Acre.
- (2) *Maximum Impervious Surface Coverage*: 75%.

#### (b) Height Standards:

- (1) *Minimum Structure Height*: 25 feet
- (2) *Maximum Structure Height*: 50 feet

#### (c) Parking Standards:

##### (1) *Minimum Surface Parking Setback*:

- (A) Front Yard: 20 feet behind primary structure's front building wall.
- (B) Side Yard: 5 feet.
- (C) Rear Yard: 5 feet.

##### (2) *Residential Parking Standards*:

~~(A) For the first ten (10) bedrooms, no parking shall be required.~~

~~(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~

~~(C) For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~

(A) No parking required.

(B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall be provided.

(3) *Nonresidential Parking Standards*: ~~Seventy-five percent (75%) of the minimum parking required in Chapter 20.05; §PK: Parking Standards.~~

(A) No parking required.

(B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent (50%) of the parking allowed in *Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use*.

#### (d) Building Setback Standards:

- (1) *Build-to Line*: n/a;
- (2) *Maximum Front Setback*: 15 feet from the existing public right-of-way;
- (3) *Minimum Side Setback*: 5 feet;
- (4) *Minimum Rear Setback*: 5 feet.



**9. Showers Technology Park Overlay (STPO) District  
20.03.400 Development Standards  
Page 3-31 (Draft F); Page 3-27 (Integrated UDO)**

**20.03.400 Development Standards**

(a) Density & Intensity Standards:

- (1) *Maximum Residential Density:* 45 bedrooms/Acre
- (2) *Maximum Impervious Surface Coverage:* 75%

(b) Height Standards:

- (1) *Minimum Structure Height:* 25 feet.
- (2) *Maximum Structure Height:* 55 feet.

(c) Parking Standards:

(1) *Minimum Surface Parking Setback:*

- (A) Front Yard: 20 feet behind primary structure's front building wall
- (B) Side Yard: 7 feet
- (C) Rear Yard: 7 feet

(2) *Residential Parking Standards:*

- ~~(A) For the first ten (10) bedrooms, no parking shall be required.~~
- ~~(B) For bedrooms eleven (11) through twenty (20), five tenths (0.5) parking spaces per bedroom shall be provided.~~
- ~~(C) For any bedrooms above twenty (20), eight tenths (0.8) parking spaces per bedroom shall be provided.~~
- (A) No parking required.
- (B) Where parking is provided, no more than five-tenths (0.5) parking spaces per bedroom shall be provided.

(3) *Nonresidential Parking Standards:*

- ~~(A) Commercial Retail: No parking required;~~
- ~~(B) Other Nonresidential Uses: Seventy five percent (75%) of the minimum maximum parking required in **Chapter 20.05; §PK: Parking Standards.**~~
- (A) No parking required.
- (B) Where parking is provided, the total number of parking spaces shall not exceed fifty percent (50%) of the parking allowed in **Exhibit PK-A: Required Maximum Number of Parking Spaces by Land Use.**

**10. 20.07.200 SD-01 [Sustainable Development Incentives; General]  
Page 7-22 (Draft F); Page 7-23 (Integrated UDO)**

**20.07.200 SD-01 [Sustainable Development Incentives; General]**

Purpose: The Growth Policies Plan recognizes sustainability as a key component of nurturing Bloomington's environmental integrity. As a result, incentives are being provided to encourage the use of sustainable development practices throughout the planning jurisdiction. Implementation of these practices will help to make Bloomington a more sustainable community.

This Sustainable Development Incentives section applies to the following types of development:  
[CV] [CS] [TD] [CI]

- (a) Sustainable Development Practices: The following Sustainable Development Practices may be incorporated into a subdivision in order to achieve development standards bonuses as provided in **Subsection (b): Level One Incentives** and **Subsection (c): Level Two Incentives**. Any subdivision that incorporates these practices shall indicate such inclusion at the Preliminary Plat stage. The reviewing authority shall determine whether any particular project meets the goals set forth herein, taking into account the combination of Sustainable Development Practices proposed; the land use patterns, infrastructure, and transportation patterns of the surrounding area; the zoning of any developed land in the surrounding area; and other such factors as may be relevant to the individual project. Where the reviewing authority determines that the proposal meets the goals set forth herein, the reviewing authority may waive the applicable development standards and grant the bonuses set forth herein.

(1) *Goal 1*: A design that makes an exceptional contribution to the quality of the natural environment. Examples of designs that may qualify as meeting this goal include but are not limited to the following:

- (A) A commitment to use permeable pavement materials for at least twenty-five percent (25%) of all private driveways, pathways, and parking areas.
- (B) Use of native vegetation, permeable man-made materials, biofiltration swales, rain gardens and other conservation design techniques to convey and filter storm water.
- (C) Use of greywater and/or storm water systems to capture and reuse at least fifty percent (50%) of greywater and storm water for common and public space irrigation.
- (D) A commitment to provide Green Building design elements as outlined in the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Such design elements may include but not be limited to: passive solar design of structures, utilization of recycled and recyclable materials, utilization of photovoltaic roofs or green roofs, or other design elements which maximize energy efficiency and minimize water usage.

(2) *Goal 2*: A commitment to serve, in an exceptional manner, important public policy such as pedestrian-friendly, mixed use development, affordable housing, or reduction in automobile travel. Examples of commitments that may qualify as meeting this goal include but are not limited to the following:

- (A) A commitment to incorporate a mix of residential and nonresidential land uses either within the subdivision or within individual buildings.
- (B) A commitment to allocate at least fifteen percent (15%) of the total number of housing units located in the subdivision as affordable housing. Such affordable housing must be entered into an affordable housing program administered by the local, State, or federal governments.
- (C) Provision of automobile parking at least twenty-five percent (25%) below ~~required minimums~~ **stated maximums**, coupled with provision to provide bicycle parking at least fifty percent (50%) above required minimums. Fulfillment of this Sustainable Development Practice shall not require a variance from development standards.
- (D) A commitment to provide subsidized Bloomington Transit passes or the provision of a private van or shuttle.

(3) *Goal 3*: A location that provides an exceptional opportunity for residents to walk or use public transit in lieu of automobile travel. Examples of locations that may qualify as meeting this goal include but are not limited to the following:

- (A) Location of fifty percent (50%) of the proposed subdivision lots within one-quarter ( $\frac{1}{4}$ ) mile of a Bloomington Transit stop provided that the transit facility is accessible using pedestrian facilities.
- (B) Location of fifty percent (50%) of the proposed subdivision lots within one-quarter ( $\frac{1}{4}$ ) mile of a Neighborhood, Community, or Regional Activity Center, or Downtown, as mapped in the *Growth Policies Plan*, provided these commercial areas are accessible using pedestrian facilities.
- (C) Location of fifty percent (50%) of the proposed subdivision lots within one-quarter ( $\frac{1}{4}$ ) mile of a public school or park, provided these public facilities area accessible using pedestrian facilities. An allocation of acreage for a centrally located common area in compliance with **Section 20.07.090: Facilities Plan Standards** shall count towards fulfillment of this Sustainable Development Practice.

- (D) Location of fifty percent (50%) of the proposed subdivision lots within one-quarter (¼) mile of a public multiuse trail facility, provided the development can be connected with pedestrian facilities to the public trail facility.

**11. 20.05.050 GD-01 [Green Development Incentives; General]  
Page 5-38 (Draft F); Page 5-40 (Integrated UDO)**

**20.05.050 GD-01 [Green Development Incentives; General]**

Purpose: The Growth Policies Plan recognizes sustainability as a key component of nurturing Bloomington's environmental integrity. As a result, incentives are being provided to encourage the use of sustainable development practices throughout the planning jurisdiction. Implementation of these practices will help to make Bloomington a more sustainable community.

This Sustainable Development Incentives section applies to the following zoning districts:

[RE] [RS] [RC] [RM] [RH] [MH] [CL] [CG] [CA] [CD] [IG] [BP] [IN] [MD] [QY]

- (a) Sustainable Development Practices: The following Sustainable Development Practices may be incorporated into a development in order to achieve development standards bonuses as provided in **Subsection (b): Level One Incentives** and Subsection (c): Level Two Incentives. Any development that incorporates these practices shall indicate such inclusion at the Site Plan review stage. The reviewing authority shall determine whether any particular project meets the goals set forth herein, taking into account the combination of Sustainable Development Practices proposed; the land use patterns, infrastructure, and transportation patterns of the surrounding area; the zoning of any developed land in the surrounding area; and other such factors as may be relevant to the individual project. Where the reviewing authority determines that the proposal meets the goals set forth herein, the reviewing authority may waive the applicable development standards and grant the bonuses set forth herein.

- (1) *Goal 1:* A design that makes an exceptional contribution to the quality of the natural environment. Examples of designs that may qualify as meeting this goal include but are not limited to the following:
- (A) Use of permeable pavement materials for at least twenty-five percent (25%) of all private driveways, pathways, and parking areas.
  - (B) Use of native vegetation, permeable man-made materials, biofiltration swales, rain gardens and other conservation design techniques to convey and filter storm water.
  - (C) Use of greywater and/or storm water systems to capture and reuse at least fifty percent (50%) of greywater and storm water for common and public space irrigation.
  - (D) Use of Green Building design elements as outlined in the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Such design elements may include but not be limited to: passive solar design of structures, utilization of recycled and recyclable materials, utilization of photovoltaic roofs or green roofs, or other design elements which maximize energy efficiency and minimize water usage.
- (2) *Goal 2:* A commitment to serve, in an exceptional manner, important public policy such as pedestrian-friendly, mixed use development, affordable housing, or reduction in automobile travel. Examples of commitments that may qualify as meeting this goal include but are not limited to the following:
- (A) Incorporation of a mix of residential and nonresidential land uses either within the development or within individual buildings.
  - (B) Allocation of at least fifteen percent (15%) of the total number of housing units located in the development as affordable housing. Such affordable housing must be entered into an affordable housing program administered by the local, State, or federal governments.
  - (C) Provision of automobile parking at least twenty-five percent (25%) below required ~~minimums~~ **maximums**, coupled with provision of bicycle parking at least fifty percent (50%) above required minimums. Fulfillment of this Sustainable Development Practice shall not require a variance from development standards.
  - (D) Provision of subsidized Bloomington Transit passes or provision of a private van or shuttle.